

Intimation.

W. BOFFEY & Co.,
TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and
OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

[1635]

Advertisements.

CATHAY CHAPTER,
No. 1165.A REGULAR CONVOCATION of the
above CHAPTER will be held in the
FREMANTLE HALL, Zeland Street, TO-
MORROW, the 28th instant, at 8.30 for 9 p.m.
precisely. Visiting Companies are cordially
invited to attend.
Hongkong, 27th October, 1896.

[1664]

VICTORIA CONCERT HALL
(LATE HALL OF MYSTERIES),
Doddell Street, Queen's Road.
SATURDAY, OCTOBER 31ST.Under the Patronage of
Colonel NORCOTT and OFFICERS of the
RIFLE BRIGADE.THE FIRST OF A SERIES OF
POPULAR CONCERTS when a
POPULAR Programme will be presented by
POPULAR Favourites of the R. B. assisted by
POPULAR Amateurs in
POPULAR Songs
POPULAR Dances and
POPULAR Sketches at the new
POPULAR Hall in Doddell Street at
POPULAR Prices to suit the
POPS! POPULACE. POPS!

Popular Prices:—

Stalls \$1.00

Back Seats 0.50

Gallery 0.30

Doors Open at 8.30 P.M.

Commence at 9 P.M. Sharp.

STALL TICKETS can be obtained at Messrs.
W. ROBINSON & Co.'s Music Warehouse,
Queen's Road Central.For full Particulars and Programmes see
Daily Papers and Expresses.N.B.—This is a series of POPULAR WINTER
CONCERTS under the Management of Mr. C. T.
ROBINSON.
Hongkong, 27th October, 1896.

[1655]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIC."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Counter-signature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.J. S. VAN BUREN,
Agent.

Hongkong, 27th October, 1896.

[1652]

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"
Captain G. A. Taylor, will be despatched for the
above Port on THURSDAY, the 29th instant,
at 5 P.M.This Steamer has Superior Accommodation
for Passengers, and is fitted with the Electric
Light.For Freight or Passage, apply to
SHEWAN TOMES & Co.,
General Managers.

Hongkong, 27th October, 1896.

[1658]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above
Ports on FRIDAY, the 30th instant, at
Daylight.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 27th October, 1896.

[1659]

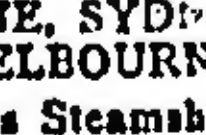
FOR NEW YORK, VIA SUEZ CANAL.

THE "MILBURN" Line Steamer

"PORT PHILIP,"
on or about the 9th November,and
"MOGUL" Line Steamer
"MOGUL,"
on or about the 24th November.For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 27th October, 1896.

[1660]



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.
(Under Mail Contract.)FOR THURSDAY ISLAND, TOWNSVILLE,
BRISBANE, SYDNEY AND
MELBOURNE.

THE Company's Steamship

"OMI MARU,"
Captain C. Young, will be despatched for the
above Ports on WEDNESDAY, the 18th Nov.,
at Noon.This Steamer is fitted with Superior Passenger
Accommodation and is lighted by Electricity
throughout.A duly qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 27th October, 1896.

[1661]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.SHERRY.—Excellent Drier and After Drier
Wines of very superior Vintages. All are
true Xeres Wines.CLARET.—Our Clarets, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.WHISKY.—All our Whisky is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
produced by the best local distillers; it is
superior to any other brand in the
Hongkong market.We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colesy or from our authorised Agents at the
Coast Ports.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 15th September, 1896.On the 22nd instant, at No. 4, Markham Road,
Shanghai, the wife of C. H. C. MOLLEN, of a
son.MARRIAGE.
At H. B. M.'s Consulate, on the 21st instant,
by Sir Nicholas J. Hannen, and afterwards at
Holy Trinity Cathedral, Shanghai, by the Rev.
H. C. Hodges, M. A. FRANK, only son of
Charles M. Gove, Collector of Customs, St.
Andrew's, New Brunswick, to CONSTANCE
ERHEL, second daughter of the late Dr. R. A.
Jamieson, of Shanghai.DEATH.
On Saturday, the 24th instant, suddenly, Sir
ALBERT SASSOON, Bart., C.S.I., of 25 Kensington
Gore, London, S.W.1, aged 78.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 27, 1896.

NOTES AND COMMENTS.

We note, from the Shanghai Mercury and
China Gazette, two slightly different ver-
sions of Sheng's appointment in connection
with railway in China. The Mercury
has created him Director General of all
railways in China, with rank as Viceroy,
and the right, inherent in that rank, of
communicating direct with the Emperor.The China Gazette only makes him
Manager of the Peking and Hankow Rail-
way, a very distinctly inferior appoint-
ment. In spite, however, of the limited
powers annexed to the latter as compared
with the former office, the China Gazette
assures us that, as the result, the prosperity
of railway enterprise in China in the near
future is assured, while the North China
Daily News publishes a long leader on the
subject, in which it asserts that the Great
Western Railway will soon be commenced
and that an American syndicate has
secured a contract in connection therewith.Seeing is believing, and until we see a commencement made
we shall not believe. Even then we
shall feel very doubtful as to the pro-
gress and anticipate many hitches
and terribly prolonged delays. If the
news the China Gazette gives is correct
that there are to be no concessions to
foreigners, that the railroads will be the
property of China, or of Chinese from the
very beginning, and that American engi-
neers and contractors are to have the work,
we are glad. If Englishmen are not to have
the honour of providing China with railway
communication, it is to our interest that
America and Americans should have the
job. If Russians, French, or Germans got
into the country in connection with big
railway contracts, they would never be got
out again; and their power and influence
would be used almost exclusively for
political purposes, and in aid of a political
propaganda, the main object of which
would be exclusion of English influence
and of English trade.Now that the London Stock Exchange
has granted a quotation for Japanese
Bonds, is there any reason why they
should not find a place on the market
here? They are as good investments
as Chinese Bonds and, in many respects,
we should say better worthy of notice.
The Yokohama Specie Bank ought toopen a business here in these Bonds, and,
as a beginning, issue a prospectus
giving full particulars of all the different
issues, amount of issue, number of bonds,
face value, rate of interest, and periods of
redemption.There seems to be a perfect epidemic of
boating disasters in the British Fleet with-
in the last month or two, in each case ac-
companied by a deplorable loss of life.
How is this? Have all British seamen
lost their former skill in boat work, or is it
only in the Navy that the almost entire
absence of practical experience in boat
work has rendered the bluejacket and his
officers less competent to manage a
boat in a heavy sea and on a dangerous
coast than they were before steam
launches were invented and came
into use for all the everyday work
of a ship or of a squadron? In all the
accidents that have recently happened
there has appeared to be, on the part of
the responsible officers, a want of that
knowledge formerly instinctive in a sea-
man as to what a boat under oars or sail
can do and cannot do in a heavy sea as well
as a want of experience in the handling of
the boat. We are afraid steam launches
and steam pinnaces are too much used,
even when time is no object. Of course
they save officers and men much labour,
but the saving results in the loss of very
much more valuable knowledge and
experience. When all the work of a
ship had to be done in rowing or sailing
boats in all weathers, the handling of boats
became a matter of every day experience
—became an instinct. Officers and men
knew, without thinking, what a boat could
or could not do, and how best to get it
done. Now work in boats is a part of the
drill, like the work with the guns, and the
knowledge of it is only skin deep in most
of our crews. It ought to be the rule that
no portion of a ship's work with her boats
should be done with steam unless time
is of importance. All the daily work
between the ship and the shore, between
ship and ship, should be carried out under
sail or with oars whenever possible.

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TELEGRAMS.

decided to release all the foreign steamers
chartered for the line, as they arrive at Yoko-
hama. The Idzumi, Hiroshima and Akita are
to be the regular steamers.COMMERCIAL PROPOSALS.
TOKYO, October 16th.At the meeting of the Higher Agricultural
Industrial and Commercial Council, which is to
be opened on the 19th inst., the following pro-
posals are to be considered:—(1) the dispatch
of a commission to investigate the advisability
of starting a service of steamers in the river
Chang (Changkiang), China; (2) increased
financial facilities in connection with foreign
trade; (3) matters relating to correspondence
abroad; (4) the extension of marine insurance
in connection with foreign trade; (5) the control
and protection of labourers and operatives in
factories; (6) The extension of the market for
goods exported.FOREIGN MINISTERS AND THE
MILITARY MANOEUVRES.TOKYO, October 17th.
The Military attaché of the British, German,
French and Russian Legations have obtained
permission to inspect the Autumn Manoeuvres
of the Imperial Guards, now being held in
Saitama prefecture.THE BRITISH COMMERCIAL
MISSION.

SHANGHAI, October 24th.

The Commercial Mission consisting of Messrs.
H. Neville and H. Bell, sent out by the Black-
burn and other Chambers of Commerce of
Lancashire, with Mr. Consul Bourne as adviser,
will leave Shanghai on Tuesday evening to
continue their investigations at Chinkiang. Two
or three days will be spent there, after which
Hankow, Ichang, Chungking, and Chongtu, the
capital of the province of Szechuan, will be
visited in turn. The party will then travel to
Yunnan, down to the highest navigable port in
the West River, Peking, and thence down the
river to Wuchow, visiting Canton and Hongkong
subsequently. It is expected that the travellers
will arrive in Hongkong towards the end of
April or beginning of May.—N. C. Daily News.

THE "SATELLITE" DISASTER.

A LIEUTENANT AND SEVEN MEN DROWNED.

SEATTLE (Wash.), September 29th.
Seven men from the British cruiser *Satellite*
lost their lives this morning when the ship
was wrecked on the coast of Alaska.The disaster took place in land-
locked De Ch Harbor, not far from Donalaska.
The *Satellite* was anchored a quarter of a mile
from the shore. The American sailing schooner
M. M. Morrill was tied up at a wharf. In the
afternoon two sailors from the *Satellite* went out
in a small boat to catch fish. Before they returned
the storm came on. It grew worse, and one of the
big boats was lowered from the *Satellite* to go
in search of them.First Lieutenant Heyman
was one of the eight that started on the
rescue trip. The fury of the storm increased
and the boat was continually surrounded
with heavy reports as the mountainous
waves struck the shore. Even within the har-
bour the sea was very heavy. The boat, with its
brave eight, was picked up bodily by a great
wave and dashed into a foaming mass, from
which only one man escaped. How he reached
the shore he can hardly explain himself.One moment he was travelling toward the
land like a shot on the top of the waves
only to be dashed back into the foaming sea
the next. It was impossible for a boat to live in
such a storm, and it was not until the worst was
over that another party was sent out. The boat
in which the eight men had gone forth was
found high on the shore, and not far away was the
safety. The two men who had gone fishing
managed to reach the shore before the full fury
of the storm broke upon them. News of the
storm and drowning reached here to-day through
the arrival of the steamer *Morrill*. It is impos-
sible to obtain a list of those drowned. First
Lieutenant Heyman was the only one re-
membered.The *Satellite* is a third class cruiser of 1450
tons, was built in 1881, and carries a crew of
167 officers and men.

LOCAL AND GENERAL.

ONE of the sickers of H.M.S. *Centurion*, named
J. Peters, died on 21st instant from heart disease,
and was buried on the 22nd at Unakami, Nagas-
aki, with full naval honours.The man charged yesterday with murder and
prison near Green Island was brought up at the
Police Court to-day and remanded. It has been
proved that the scene of the crime is in British
waters.On the 20th inst. a wire was received at the
Nagasaki branch of the China and Japan Trading
Co., Ltd., reporting the death, in New York on
the 17th inst., of Mr. Horatio N. Twombly, Presi-
dent of the Company.We hear that the collector, whom we mentioned
as being sent up the West River some time ago
by a local entomologist, has returned with about
a thousand specimens, including several insects
not yet found in Hongkong.Standard, *Invader* and several other 'cracks'
will not run exhibit their form at the forthcoming
Shanghai meeting. Our correspondent 'Dawn'
will doubtless let us know the reason for this in
his next budget of sporting news.Messrs. BAXTER & Co. have a very interesting
and beautiful display of Japanese Christmas
cards. Among them are some lacquered ones
which are not only exquisite in tone and design,
but are quite new departures in the Christmas
card line.CENTIPEDES, it seems, are no respecters of per-
sons or of places, as we hear that a local
entomologist discovered a fine two-and-a-half-
inch specimen snugly ensconced in the cork of
one of his setting boards. The unpleasant
intruder was promptly ejected with a pair of
forceps and died shortly afterwards from alco-
holic poisoning arising from an overdose of
very fiery 'fire-water.'ACCORDING to the Chinese, not only are the
rice-birds metamorphosed from the large
shoals of *wong* fish which come ashore at the
time of year, but they daily undergo yet another
metamorphosis by changing into bullfrogs at
sunset. These superstitions are exceedingly
interesting and a good collection of them would
doubtless be greatly appreciated by the Anthro-
pological Society of London.

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railways in China, with rank as Viceroy,
and the right, inherent in that rank, of
communicating direct with the Emperor.The Kowloon Mosque is now in full swing and
seems to be greatly appreciated by the followers
of the great Prophet. The scene at sunset when
the priest appears on the roof and calls the
"Fadhil" to prayer is well worth noting, while
the collection of shoes displayed at the door
during prayer time would make an interesting
study for our anthropologists—if we have any!YESTERDAY afternoon quite a table of sounds
proceeded from the City Hall. The Choral
Society were singing, in St. Andrew's Hall, Mr.
Cattaneo's Amateur Stringed Orchestra was
practising in the music room and "Fra Diavolo"
was under rehearsal in the Theatre. The effect,
when standing outside the office of the Chamber
of Commerce, was curious, and strange to say
by no means harmonious.Thus, the N. C. Daily News of 22nd instant.—
The first meeting between Mr. Bennett and the
Total who represents the Kiangling Pay and
Defence Department and their respective counsel
for the discussion of accounts took place on
Tuesday last and after a sitting of an hour and
a-half was adjourned to yesterday, when it was
adjourned again on the plea of the death of the
mother of the Shanghai Total.INDIAN Constable No. 586 was complimented
by the Magistrate this morning on his promptitude.
Last night he rescued an "unfortunate" from
drowning near the Harbour Master's office. The
woman had jumped into the water in order to end
her existence and when the constable unrolled his
turban and threw it to her she willingly grasped it
and was brought safely ashore. She was reprimanded
by the Magistrate and discharged.The building operations on the new Reclama-
tion are proceeding at a great rate, the tempo-
rary office of the Yokohama Specie Bank having
already had the principal roof beams put in
position. The foundation works near the New
Polder's Wharf are again in full swing and
show an example of engineering skill and
good workmanship which might well be taken
as an object lesson by the Praya Reclamation
experts.THERE seems to be some truth in the rumour
that His Excellency the Governor intends to
take a trip to Shanghai shortly, for the Acting
Clerk of Councils has received instructions to
summon a meeting of the Executive Council for
half-past 12 to-morrow, when His Excellency
the General Officer Commanding will be sworn
in as Officer Administering the Government in
the absence of His Excellency the Governor.
Honourable Members of the Legislative Council
are invited to be present on the occasion.It is, says the *Nagasaki Express*, curious to
note the effect of the blige keels upon H.M.S.
Centurion. "When first launched her speed was,
if we remember aright, slightly over 17 knots.
Upon a recent four hours' trial, however, she
averaged 18.2 knots per hour, while for half an
hour she managed to make a little over 19 knots,
and it is confidently expected that upon her next
trial she will make that speed for the whole of
the four hours."—The blige keels in question
were fixed in position by the Hongkong and
Whampoa Dock Company.In their Weekly Share Report issued this after-
noon Messrs Benjamin, Kelly and Potts state
that the chief features of the week have been
a sharp rise in Hongkong Ropes and a sudden
decline in Luxons; in other stocks prices are
much the same as when they last wrote, business
generally being dull. *Re Shipping* shares they
say—Hongkong, Canton and Macao Steam-
boats have been pressed down to

The organ at St. John's Cathedral is, we hear, undergoing extensive repairs, and several seat-holders have had to be requested to kindly forego the use of their seats, to allow sufficient space for the work being carried on. On Sunday sufficient of the organ was left intact to allow of the usual choral service being conducted.

APART from men-of-war and transports, 338 steamships and 21 sailing vessels arrived at Singapore during last month, aggregating a total of 333,338 tons. Those under the British flag head the list with 249 vessels; Dutch, 36; German, 30; French, 9; Spanish, 6; Austrian, 3; Italian, 1; Russian, 3; Norwegian, 2; Swedish, 2; Japanese, 2; and 4 flying the Sarawak flag.—*Straits Times*.

SPORTING NOTES.

SHANGHAI, October 23rd.

Well, now that the races upon the water course are all over, the next to interest us all will be those to be held upon the grass course under the auspices of the Shanghai Race Club. Let us hope that the weather will be as auspicious for the latter as it was for the former.

There are such excellent and full accounts of the Regatta in all our "dailies" that it would be waste of time for me to do anything but suffice it to say that the course was very well selected and very well kept, the weather was very fine, the accommodation for spectators most complete, and on the flagships *Chuen Tiao*, which was most tastefully decorated for the occasion, nothing could exceed the courtesy and hospitality extended to all comers, by the general commander and his officers and engineers.

The win of the first race, the International Challenge Eight-oar by the Scotchmen was hailed with intense enthusiasm. It was a close race throughout and there was hardly a gleam of daylight between the boats at the finish. It will be remembered that at the last autumn regatta the Captain of the Club departed, with genuine pathos, the fact that it was the first regatta for I don't know how many years at which "colours" had not been represented and no doubt his stirring appeal then to the spirit of his countrymen had much to do with the formation of the Scotch crew for this autumn and the grand way they fought for and obtained their victory, thus relieving their laurels.

The Dent Challenge Cup bid fair to be a dead heat, but just as the boats were approaching the poston the Makleeb capsizd owing to a sudden manœuvre on the part of the Cox, which made one of the oars take the air instead of the water.

The racing was decidedly good throughout and the game way in which "the little green life" recorded second honours in the International four was a decided surprise and called forth wild enthusiasm. I told my readers that they were going through in the "old already," and "he jabs" I was right, but my honor.

The Coxing of A. L. Andersen was, it should be added, flawless throughout. It's a lucky crew that secures his services.

Now for the ponies. My opinion has not changed as to the prospects of the Melrose. The first two I think will be Diomed and Works with a good deal of whip and spur between four others for 3rd place—*Orange River* (Mr. Reed), *Proclamation*, *Highlander*, late *Zeus* Ho, and *Standard*. As San is a "dark horse" to me. He'll be ridden by Mr. F. Dallas in all probability and may be a flyer, but he'll have to break the autumn records if he is to show his heels to either Diomed or Works. Mr. John Peel's black "leave cost a lot of money and did a good gallop early in the training. I have not seen him work lately, but no doubt Mr. Master will make him do a good spilt if he elects to ride him in the Melrose; but somehow I don't think this pony is up to his money. Lankat was coming on again, but I never to hear he is now "hot."

As regards the Leger, I have had news to communicate to the backers and all good sports and friends of the deservedly popular owners, for *Standard* is scratched from this and all engagements.

This news I know will be a genuine and general disappointment for "Standard" is a name which has been on every racing man's lips for many months past. By the way, one of the owners had his own day and rode on the Race Club flag. *Stiff* then rode with the *Blair* and *Wing* underneath, and the same left his old bachelor neckerchief and started on a cruise through life in double harness. Good luck to the happy couple! There was a pathos in this silent adieu to the old Port Bachelor.

As regards the Leger the standard of the turf here is shown by *Exit* *Standard* enter *Shiny* William as first favorite for this great contest, followed by *Spish*, Mr. F. Dallas's mount, which will be Chico or Holstomer, and Mr. Ring's Diomed.

I append a few of the latest gallops:—*Adela*, 1 mile, 2:11; hard ridden. *Invader*, 1 mile, 2:17; 1 mile, 2:17. *Pel*, 1 mile, 3:34; last 1/2 sec. *Competition*, 1 mile, 2:17; going easy. *Merill*, 1 mile, 3:37; going very easy. *The Broken*, 1 mile, 3:37; bad finish. *Arlet*, 1 mile, 2:15; strong finish. *Shiny William*, 1 mile, 2:17; in a canter. *Vaquero*, 1 mile, 2:58; strong finish. *Coalition*, 1 mile, 2:17; strong finish. *Inspiration*, 1 mile, 2:17; fair finish.

On the grass course the following times have been done:—

Accident, 1 mile, 2:53; strong finish. *Promotion*, 1 mile, 2:50; bad finish. *Worky*, 1 mile, 2:15; finished all out. *Shiny William*, 1 mile, 4:08; in a canter. *Spish*, 1 mile, 4:06; fair finish. *Blackberry*, 1 mile, 5:02; easy. *Competition*, 1 mile, 3:31; strong finish. *Chicle*, 1 mile, 2:15; easy.

THE SHANGHAI ST. LEGER.

The following (stated under date 23rd instant) is the result of the Drawing of the Big Sweep at the Masonic Club:—

No.	No.
130... 1 Scandal	33... 27 Roslyn
131... 2 Cossip	34... 28 Cleve
132... 3 Gippy	35... 29 Kenneth
133... 4 Spunline	36... 30 Watcher
134... 5 Big D.	37... 31 Realisation
135... 6 Highlander	38... 32 Veluques
136... 7 Detritment	39... 33 Vison
137... 8 Revoege	40... 34 Merimac
138... 9 Luskat	41... 35 Coyanacha
139... 10 Destroyer	42... 36 Jim
140... 11 Promotion	43... 37 Coalition
141... 12 Ascendant	44... 38 Inspiration
142... 13 Shiny William	45... 39 Roseberry
143... 14 Shind	46... 40 Standard
144... 15 Fabulous	47... 41 Covenant
145... 16 Fortuna	48... 42 Revanche
146... 17 Gecko	49... 43 Ironside
147... 18 Straightfor-	50... 44 Protector
148... 19 ward	51... 45 Caldo
149... 20 Diomed	52... 46 Samar
150... 21 Competition	53... 47 The Broken
151... 22 Inwardwy	54... 48 Blaise
152... 23 Misour	55... 49 Double Event
153... 24 Comet	56... 50 Holstomer
154... 25 Surprise	57... 51 Works
155... 26 Blunboony	58... 52 Splish
	59... 53 Prices

D.A.W.

THE GREAT WESTERN RAILWAY OF CHINA.

SHANGHAI, October 24th.

Once again an Imperial Edict has been issued authorizing the construction of a railway from Peking to Hankow, and from Hankow to Canton. It is now some years since the former half of this scheme received the Imperial authorization, and the Viceroy Chang was sent to Wuchang to carry out. He was determined to begin at the beginning, so he set to work to open coal and iron mines and establish iron and steel works, determined that a Chinese railway should be built with Chinese materials. His iron works once built and in going order, he found they were more or less a waste of money, and he has at last succeeded in handling them over to Sheng Tsai, and it is this Sheng Tsai—husband, Customs Tatal at Chfoo ten years ago, subsequently Customs Tatal at Tientsin, Director of the Chinese Telegraph Administration, and Controller of the China Merchants' Steam Navigation Company, whose rapid rise at Peking to the rank of Governor of a Province, with the right to directly memorialize the Emperor, we have lately chronicled. He was at one time one of the most favored and trusted advisers of the Emperor, and he was most distrusted by foreigners who had any acquaintance with him, and this is the man to whom the Emperor has confided the construction of the Great Western Railway of China. He is the rising sun in China, for that of Lili is supposed to be setting, the latter's former adherents thinking it good policy not to commit themselves too far to the cause of one whose age makes the value of his protection a very uncertain quality. It is with American as well as Chinese capital that the new railway is to be built. Sheng Tsai having made this arrangement some months ago with the Wharton Barker syndicate, represented to China by Mr. Barb. American engineers have doubtless had more experience than their European colleagues of such railways as the one Sheng proposes to build, and there is plenty of money in the United States ready for an investment of this kind. There are other reasons why the Chinese should prefer to put the contract in the hands of an American Syndicate. The great European Powers have, we know, each had syndicates at Peking anxious to get railway concessions, and each of them would rather see the prize go to the United States than to some other European Power. Each of them, in fact, has voted for himself first and the United States second; and the United States with its own vote for first, and a unanimous vote for second, has carried the contest. The Chinese Government, again, is not certain that if it gave the concession to a European Power, it might not find that Power making inconvenient claims to the land on which the line is to be built, and he believes that it runs no such risk by giving the concession to an American syndicate. But it should be added that while it is understood that the American syndicate is bound to Sheng, it is not equally certain that Sheng is bound to the syndicate. The latter, however, has probably protected itself.

The distance in a direct line from Peking to Hankow is about 650 miles, and from Hankow to Canton about 500, or about 1,150 miles in all. There is now reason to hope that the trunk line connecting these three great cities is about to be actually begun; but it is still only a hope. It is certain that this is Sheng's plan, and that Sheng has resigned the Tatalship of Tientsin and been made Director of the new Railway Board as well as of the Hanyang Iron-works; but when Sheng will be able to carry out his plan, and what means he will employ to carry it out, no one knows for certain. China's most valued adviser, which does not mean that the ignorant fossils at Peking take his advice, thinks that it would be wiser for her to begin by building short conservative lines, within her own resources, than to set to work on large schemes with borrowed money; but Peking has now thrown overboard the principles of a quarter of a century ago, when it was thought derogatory to the Emperor's dignity to borrow money from the foreigner; and the ease with which the money to pay Japan has been raised is tempting the Government to listen favorably to the offers of accommodation which are thrust upon it from all sides.—*N. C. Daily News*.

NEWS BY THE AUSTRALIAN MAIL.

LONDON, September 30th.

It is reported that King Leopold of Belgium is annexing areas in the Upper Nile Valley with the object of opening up commerce in the Congo Free States and the Sudan.

It is stated that in the event of the threatened international strike in the shipping trade taking place, the shipowners of France, Germany, Holland, Belgium, and Norway will each form a committee of action, and these will federate with the Shipping Federation of Great Britain for the protection of the interest of shipowners.

According to the London *Daily Chronicle*, the French Foreign Office asserts that the Tsar stated while at Balmoral that if Great Britain would take some action which would banish the suspicions of other Powers, Russia would join in taking measures with a view to bring about a settlement of the Armenian question.

ADELAIDE, October 1st.

The South Australian revenue returns for the September quarter show that there is an increase of £50,500.

The Anglican Synod, Sydney, proposes to establish a new bishopric at New Guinea.

George Fowler, a leading Adelaide merchant, is dead.

October 27th.

Messrs. Thomson, Robert, and Norton, proprietors of the Sydney newspaper *Truth*, have been committed for trial, charged with having published a seditious libel against Her Majesty the Queen.

The Australians are playing a second match against a Philadelphia team, making 120 in their first innings. The Philadelphians have scored 223 in first innings.

Gaudaur has returned to Toronto, Canada, where he has been welcomed with unprecedented enthusiasm. On landing he was received by a guard of honour, and presented with a pair of sovereigns.

The Australians have been beaten in their second match against Philadelphia, by an innings and 61 runs.

Murgoe, manager for the Australian eleven, has arranged to take a team of Australian baseballers to America next year.

Moderate rains have fallen throughout the greater part of the colony, and it is hoped this will avert the threatened destruction of the wheat harvest.

A serious shooting affray occurred among a number of Afghans on Saturday last, in Adelaide. Several were wounded, and one of the number was shot dead.

The British fleet has been ordered to rendezvous at Salónica.

The English Government announce that there is no intention of depriving Turkey of its status as a Power, but that reforms throughout the country, for the benefit of Muslims and Christians alike, will be insisted upon, and, if needed, enforced.

The Australian Eleven are now playing a fifth match at Chicago, the latter making 105 in their first innings. Australians are now batting, and Darling (out on) has made 49.

An important mining development is reported from Charters Towers. The New Queen Company has struck the Brilliant reef at 1,450 feet, and the stone is highly payable.

Shahary has announced his intention of resigning his seat for the Australian House of Representatives.

Albert Trott and Harry of the Australian Eleven, have arrived from England. They assert that Australia has a warm time coming if Stoddart brings Ranjitsingh, the Indian prince, with his team.

McKintley's chances for the American Presidency are improving.

While some footballers were playing at Liverpool lighting struck them, with the result that one was killed and five injured.

The V.R.C. race meeting at Caulfield opened on Saturday last in splendid weather and in the presence of an exceptionally large attendance.

Mr. Long's Hopscotch won the Caulfield Stakes.

Mr. Cook's Officer won the Caulfield Guineas. Twenty-six horses have accepted finally for the Caulfield Cup, to be run on Saturday next, and a great race is anticipated. Hopscotch is a very strong favourite.

SIR ALBERT A. SASSOON.

Respecting Sir Albert Sassoon, whose death, we regret to state, is announced in another part of this issue, we find in *Men and Women of the Times* the following interesting notes on his brilliant and philanthropic career:—

Sir Albert Sassoon, Bart., K.C.S.I., was born at Bagdad, in 1819, and received his education in Bombay in 1832. He received a European education, and on the death of his father succeeded to the leadership of the great banking and mercantile firm of David Sassoon and Co., founded by his father. During his career in India, he distinguished himself by the munificence with which he promoted charitable undertakings and public works. To his persistence was mainly owing the erection of the new buildings in Bombay for the Elphinstone High School. Towards the end of the century Sir Albert contributed a lakh of rupees on the occasion of the recovery of the Prince of Wales from his serious illness. Subsequently he added a gift of half a lakh. Many other benevolent institutions have been founded by him in India, both for the benefit of his own co-religionists and for the people of the country generally. He presented the Town Hall of Bombay with a magnificent organ, and, as a memorial of the Royal visit to India in 1875, adorned his commanding site with a colonial equestrian statue of the Prince of Wales, by the late Mr. J. E. Boehm, R.A. The statue in the memory of the late Prince Consort in the Victoria and Albert Museum at Bombay also is the gift of Sir A. Sassoon. The inscription on the pedestal is in Hebrew. In 1873 the Queen conferred the honour of knighthood on Sir Albert, and in November of the same year the Corporation of London presented him with the freedom of the City. Sir Albert Sassoon is the first Anglo-Indian on whom this distinction has been bestowed. In 1867 he had been appointed Companion of the Star of India, and a year later he became a Member of the Bombay Legislative Council, continuing his membership till 1879. Since his residence in London Sir Albert has been a prominent personage in society, and has taken a deep interest in the affairs of the Anglo-Jewish community. He is a Vice-President of the Anglo-Jewish Association. He distinguished himself by the magnificence of the entertainment he offered the Shah of Persia, on the occasion of his Majesty's visit to this country.

BRITISH TRADE WITH CHINA AND FOREIGN COM. PETITION.

The following is the covering despatch forwarded by Sir Claude MacDonald with the Legation report on the foreign trade of China in 1895:—

Peking, 22nd July, 1896.

My Lord,—I have the honour to forward herewith to your Lordship a report on the Foreign Trade of China for the year 1895.

This report has been drawn up with very great care and ability by Mr. Grant Duff of this Legation from the published reports of the Imperial Maritime Customs, and from the Trade Reports of H.M. Consular Stations at the various Treaty Ports. Mr. Grant Duff refers to the fact that British manufacturers and industries are represented by agents of other nationalities. During the short time that I have been at this Legation I have had interviews with, and endeavored to assist to the best of my ability, the representatives of six well-known British manufacturers and shipbuilding yards. These gentlemen, though apparently well qualified for their work, were wholly ignorant of the differential freight charges to British ports as against foreign ports, greatly to the advantage of the latter, it being cheaper to send merchandise to Hamburg, New York, and Odessa than to London, though the goods often go to Hamburg via London.

I am informed that these differential freight rates are also charged by British Steamship Companies, and that this has caused more injury to British trade than any foreign competition, which indeed it has built up and fostered—I have, &c.

CLAUDE M. MACDONALD.

NEWS BY THE AMERICAN MAIL.

PARIS, September 21st.

The United States Ambassador to France, James B. Ennis, has received a letter from P. J. P. Tynan, the alleged dynamite conspirator now in custody at Boulogne, dated Tuesday, September 15th. Tynan wrote that he arrived in the United States in 1885, and that he had later been released by the Government on the ground that the United States refused to grant him the right of asylum.

In April, 1888, Tynan continued, he was naturalized by Judge Daly; he now resides, he wrote, with his wife, children and two servants, in a villa on the Hudson, and he referred to Judge Fitzgerald and Judge Roger A. Pryor as his friends.

Referring to his presence in France, at this time, Tynan says that he left New York on a European tour and that upon being informed that he was shadowed by Scotland Yard detectives, he travelled under an assumed name and went to Italy, Belgium and France, and was booked to return to New York on Sept. 30th.

Further, Tynan pledged his honor that he did not take any part in any affairs of a political nature while in France, and that he had not done anything beyond the ordinary sightseeing and observation of the common American tourist. He appended to Mr. Ennis to intercede with the French Government and to surrender him to England, as such a surrender would mean certain death to him.

In conclusion Tynan wrote:—"I am sure that the gallant nation that Irishmen gave Fontenoy to blazen on their banners will not help England by my surrender. If you will graciously urge my request, your Excellency, upon the French Government, you will not only receive my thanks, but that of millions of the Irish all over the globe."

Mr. Ennis immediately notified the French Government of the receipt of the letter and the fact that Tynan was an American citizen.

The British Embassy here has not yet received from London the formal demand for Tynan's extradition.

extradition and the French Foreign Office has refused all information.

LIMA, September 22nd.

Advices received here from Cuzco, Peru, say that several days ago a mob was formed to attack the American mission in that city. The Sub-Prefect called out the troops, and after some work prevented the impending trouble.

PORT TOWNSEND, (Wash.), Sept. 26th.

The steamship *Unadilla*, plying between Puget Sound ports and San Francisco, after almost foundering in the straits, was run ashore on Point Wilson at 3.45 o'clock this morning and is considered to be almost a total wreck.

She struck a submerged rock where the bark *David Hadley* was wrecked some years ago, and sixteen feet of her keel and fore a ragged hole in the bottom, through which the water poured in torrents. The *Unadilla* left Victoria shortly after midnight in charge of Captain H. Lloyd, a pilot of many years' experience, and Captain J. C. Hunter, the ship's commander.

The weather was very foggy, and against the strong ebb tide the steamer headed for Port Townsend. She had landed over half her passengers and a large portion of the freight at Victoria.

LONDON, September 26th.

Andrew Carnegie, in a letter which the *Times* will publish to-morrow, contends that American farmers are fairly prosperous, although they are discontented because their produce does not command the former prices. Mr. Carnegie predicts an overwhelming victory for McKinley in the approaching elections.

There exists a condition of affairs in this city at present which seems to be a disgrace to Europe and to the Armenian associations generally throughout the world. Substituting upon Governmental municipal private charity here are 500 unfortunate Armenians—men, women, and children, young and old, healthy and sick—who have succeeded in escaping from the bloody massacres at Constantinople and who were one and all buoyed up by the hope of being able eventually to reach the land of freedom, the United States. Three weeks have already elapsed and nothing definite appears to have been done for their relief, much less toward sending them homes, by any of the many associations for the relief of the suffering Armenian, which have been organized here by England and America. These organizations, however, seem to be the very class to which the hand of charity should first be extended. They are homeless, nearly all penniless, many are enduring the pangs of hunger, and yet nobody seems willing to step in and guide this band of refugees to some place where they can begin life anew and under more promising circumstances. Large amounts of money have been raised in the past for the Armenians in Armenia, but the situation of the latter is not a whit worse than the half-starving people here. If, as has been said, the Armenians in Armenia are to be co-religionists and fellow countrymen to fall upon, the poor people here seem to have no friends in the wide world, yet they are as honest and industrious a class as you can find on the shores of the Mediterranean.

Some South American speculators, it is true, taking advantage of this deplorable situation, have prevailed upon 300 others of the American refugees to allow themselves to be transported to the Argentine Republic, there is all probability the half-starving people here. If, as has been said, the Armenians in Armenia are to be co-religionists and fellow countrymen to fall upon, the poor people here seem to have no friends in the wide world, yet they are as honest and industrious a class as you can find on the shores of the Mediterranean.

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LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before his Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)

October 27th.

THE CAUSEWAY BAY MURDER.

Intimations.

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

This Excellent TONIC REMEDY is now known as
"THE PERFECTION OF MEDICINAL PREPARATIONS."
You need not suffer any longer from POOR APPETITE, INDIGESTION, HEADACHE, SLUGGISH
LIVER, NERVOUSNESS, or the like, because you can be relieved by using it. DYSPEPSIA,
FLATULUS, CR, and all affections of the Digestive Organs,
GIVE WAY AND DISAPPEAR BEFORE

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

PROPRIETORS—WATKINS & CO.,
APOTHECARIES' HALL, 65, Queen's Road Central.

Dr. KNORR'S
ANTIPIRYNE

patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5
grains, easily soluble in Water,
Wine, &c.
FEVER, RHEUMATIC and NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solu-
tions restores similar butic acid action to
silver nitrate, but is distinguished by complete
absence of irritating properties.
It is requested that the directions on the
boxes for making solutions shall be implicitly
followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA,
BEWARE OF SPURIOUS IMITATIONS!

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions
from the MORTGAGEE
to Sell by
PUBLIC AUCTION
AT
YAU-MAT-TEE,
TO-MORROW
(WEDNESDAY), the 28th October, 1896,
at 3 o'clock in the afternoon on the Spot,
INLAND LOT No. 51, containing 10,000
square feet, and LOT No. 61, containing 10,000
square feet.
For further Particulars apply to the
Auctioneers.
A Steam Launch will leave NEW PRIDDER'S
WHARF at 2.30 P.M. to convey intended
Purchasers.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 10th October, 1896.



GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, on
MONDAY,
the 2nd day of November, 1896, at 3 P.M., are
published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 17th October, 1896.
Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday, the
2nd day of November, 1896, at 3 P.M., by Order
of His Excellency the Governor, of One Lot of
CROWN LAND, in the Colony of Hongkong,
for a term of 999 Years.

PARTICULARS OF THE LOTS.

No. of Sub- divisions	Locality	Boundary Measurements	Area in Square Feet	Annual Rent	Upset Price
1	Island No. 1	ft. ft. ft. ft.			
2	Island No. 2	ft. ft. ft. ft.			
3	Island No. 3	ft. ft. ft. ft.			
4	Island No. 4	ft. ft. ft. ft.			
5	Island No. 5	ft. ft. ft. ft.			
6	Island No. 6	ft. ft. ft. ft.			
7	Island No. 7	ft. ft. ft. ft.			
8	Island No. 8	ft. ft. ft. ft.			
9	Island No. 9	ft. ft. ft. ft.			
10	Island No. 10	ft. ft. ft. ft.			

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, on
MONDAY,
the 2nd day of November, 1896, at 4 P.M., are
published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 17th October, 1896.
Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday, the
2nd day of November, 1896, at 4 P.M., by Order
of His Excellency the Governor, of One Lot of
CROWN LAND, in the Colony of Hongkong,
for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sub- divisions	Locality	Boundary Measurements	Area in Square Feet	Annual Rent	Upset Price
1	Island No. 1	ft. ft. ft. ft.			
2	Island No. 2	ft. ft. ft. ft.			
3	Island No. 3	ft. ft. ft. ft.			
4	Island No. 4	ft. ft. ft. ft.			
5	Island No. 5	ft. ft. ft. ft.			
6	Island No. 6	ft. ft. ft. ft.			
7	Island No. 7	ft. ft. ft. ft.			
8	Island No. 8	ft. ft. ft. ft.			
9	Island No. 9	ft. ft. ft. ft.			
10	Island No. 10	ft. ft. ft. ft.			

ZETLAND LODGE.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zetland Street, on MONDAY, the 2nd
November, at 8.30 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 26th October, 1896.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.
FOR SHANGHAI, CHEFOO, JINSEN
AND NAGASAKI.
THE Company's Steamship

"SENDAI MARU,"
Captain C. Olsen, will be despatched for the
above Ports TO-MORROW, the 28th instant, at
Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 27th October, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.
THE Company's Steamship

"KWEIYANG,"
Captain Osterbridge, will be despatched as above
on THURSDAY, the 29th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th October, 1896.

NIPPON YUSEN KAISHA.
FOR SINGAPORE, COLOMBO, PORT
SAID, MARSEILLES, LONDON
AND ANTWERP.
THE Company's Steamship

"HIMEJI MARU,"
Captain P. Tiple, will be despatched for the
above Ports on FRIDAY, the 30th instant, at
Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 24th October, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched on
FRIDAY, the 30th instant, at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engine Room. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A fully qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd October, 1896.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"MENECLAUS,"
Captain Towell, will be despatched as above on
FRIDAY, the 30th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1896.

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATTONI UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

VENICE and TRIESTE, ALL MEDITERRA-
NEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to
CALLAO.
Taking Cargo at through rates to PERSIAN
GULF and BAGDAD,
ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship
"LETIMBRO,"
Captain Balotta, will be despatched as above
on SATURDAY, the 31st instant, at Noon.
At BOMBAY the Steamers are discharging in
Victoria Dock.
For Further Particulars regarding Freight and
Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 26th October, 1896.

SAILING VESSELS.
FOR NEW YORK.
THE 3/3 A. L. L. American Ship
"SAINT MARK,"
Dudley, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 28th August, 1896.

FOR NEW YORK.
THE 3/3 A. L. L. American Ship
"WILLIAM H. SMITH,"
Wilson, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 19th October, 1896.

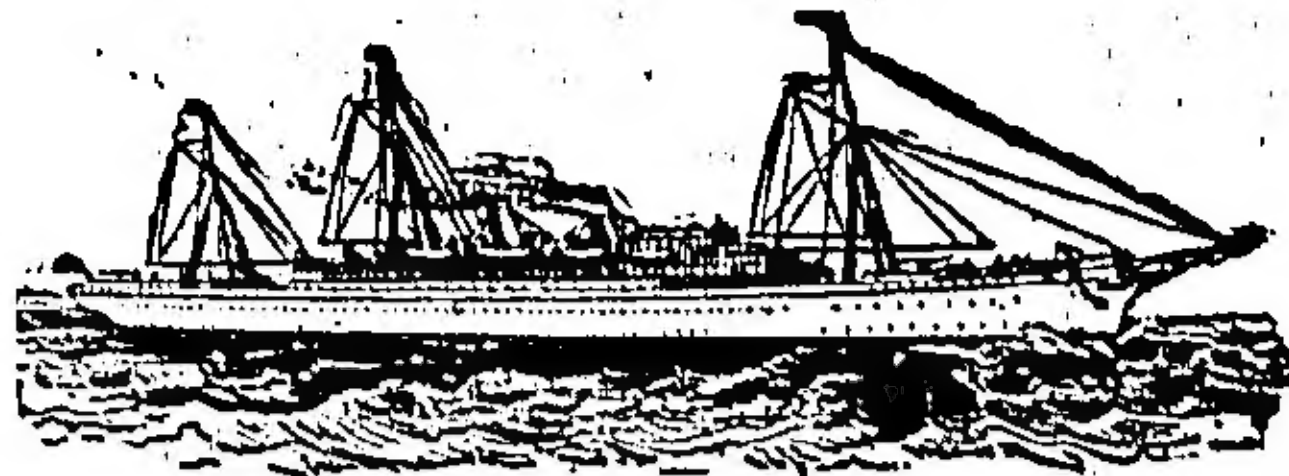
FOR SAN FRANCISCO.
THE 100 A. L. L. American Ship
"CLAN MACFARLANE,"
Templeton, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th October, 1896.

FOR NEW YORK.
THE 100 A. L. L. American Ship
"WILLIAM J. ROTCH,"
Captain S. Lancaster, is loading for the above
Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 18th October, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 28th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TOUR TICKETS: Hongkong to Vancouver, Vancouver to Sydney
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for
9 months, £100.
The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 12th Nov., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Sunday, 29th Nov., at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 27th Dec., at Noon.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 21st Nov., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 8th Dec., at Noon.

THE U. S. Mail Steamship
"CHINA,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
THURSDAY, the 12th November, 1896, at
Noon, taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and parti-
culars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embar-
king at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 30th September, 1896.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES and REQUISITES
ALWAYS IN STOCK
REASONABLE PRICES.
Hongkong, 18th May, 1896.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship
"MIRZAPOR,"
Captain E. G. Andrews, carrying Her Majesty's
Mails, will be despatched from this for BOMBAY,
&c., on THURSDAY, the 5th November, at
Noon, taking Passengers and Cargo for the
above Ports. This steamer connects at Bombay
with the S.S. *Peninsular*, leaving that Port on
the 28th November, for London direct.

Silk and Valuable, all Cargo for France
and Ten for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 22nd October, 1896.

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Prinzess ... Tuesday ... 10th Nov.
Sachsen ... Tuesday ... 8th Dec.
Bayern ... Tuesday ... 5th Jan.
Prinz Heinrich ... Tuesday ... 2nd Feb.
Prinzess ... Tuesday ... 1st March.

ON TUESDAY, the 10th day of November,
1896, at 6 A.M., the Company's Steamship
"PREUSSEN," Capt. F. Wenzel, with MAILED
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
GENOA.

Shipping Orders will be granted till Noon on
SATURDAY, the 7th Nov. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 9th Nov., and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
9th Nov. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs. and Parcels should not exceed Two Feet
Six in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Lines can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 17th October, 1896.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table,
DOCTOR and STEWARDESSE carried.
HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)
Bismarck ... 3.60t | Tuesday ... Nov. 17.
Tacoma ... 2.54t | Tuesday ... Dec. 6.
Victoria ... 3.16t | Tuesday ... Dec. 20.
Olympia ... 2.56t | Tuesday ... Jan. 10.
Bismarck ... 3.60t | Tuesday ... Feb. 9.

THE Steamship
"BRAEMAR,"
Captain E. Porter, sailing at Noon, on TUESDAY,
the 17th November, will proceed to
VICTORIA, (B.C.), and TACOMA, (Wash.), via
SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.
For further information as to Passage and
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 14th October, 1896.

Printed and Published by CHERRY
DUNCAN at No. 6, Paddis Hill, in the city
of Victoria, Hongkong.